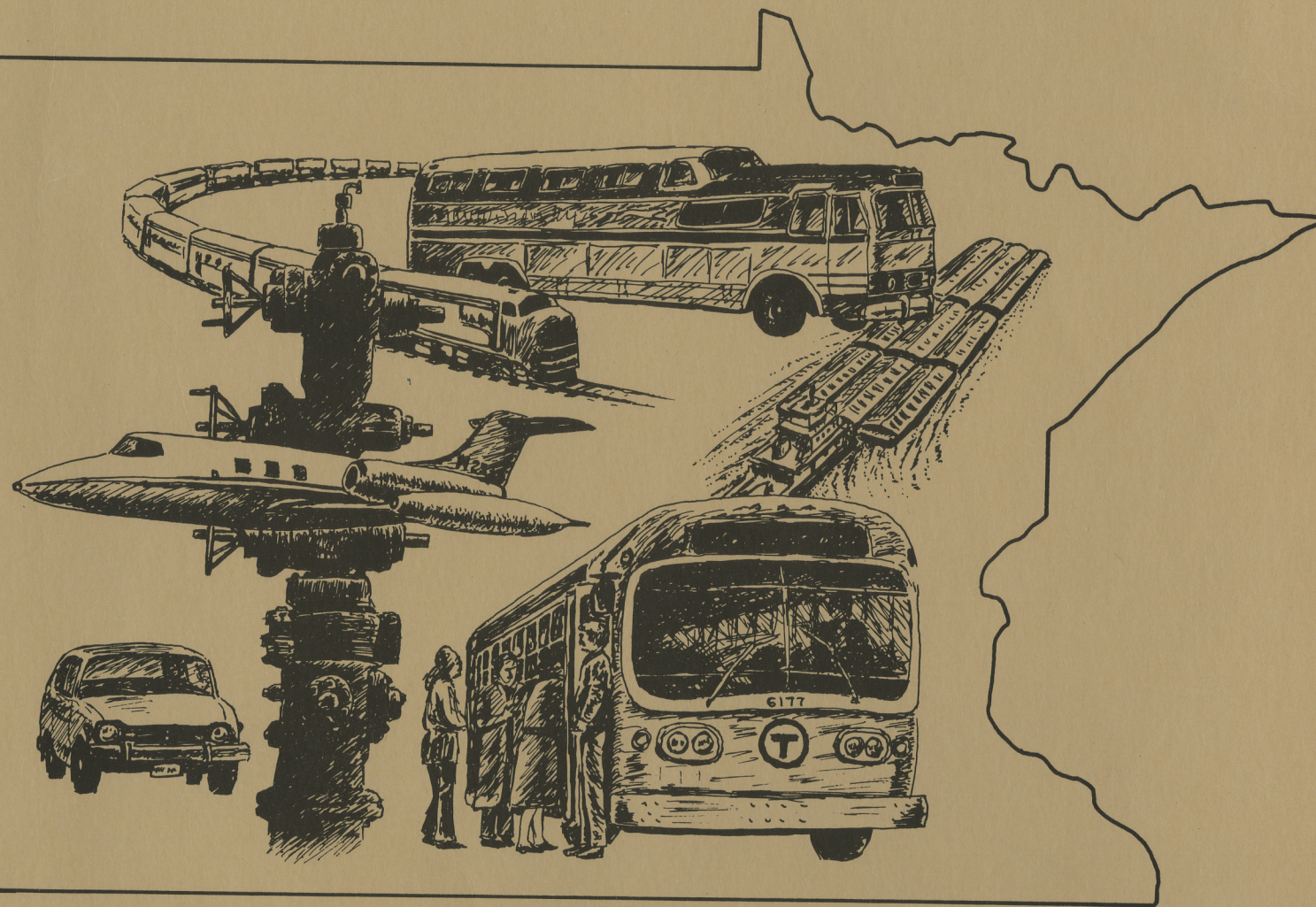


Transportation Analysis



PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
PEOPLE AND GOODS MOVEMENT SECTION



DEPARTMENT OF TRANSPORTATION
Room 813

STATE OF MINNESOTA

Office Memorandum

TO : Jerry Skelton
District 9 - Oakdale

DATE: November 8, 1982

FROM : Robert Hage
Program Management Division

RH

PHONE: 6-1629

SUBJECT: M-292-Traffic Forecast for
TH 149 from TH 110 to
Mendota Heights Road

SP 1917

This report presents average summer weekday daily traffic and peak-hour traffic forecast data for the year 2010 for the subject highway. The forecast data reflect an analysis of the year 2000 2A traffic assignment and of M-215, a traffic forecast for I-494. The study also included examination of aerial photos and brief field studies.

Trip generation for the now partially developed site in the south-east quadrant of the TH 110/TH 149 intersection is based on the assumption the year 2010 land use will be a shopping center of less than 200,000 square feet (gross leasable area). This assumption, of course, must be considered highly speculative, and in any event, the trip generation rate for shopping centers in the 100,000-200,000 square-foot category has been shown to range from 32 to 104 daily trips per 1000 square feet of gross leasable area. The provision of direct access from Delaware Avenue and from the residential areas to the south would also affect the volumes entering the site from TH 149.

The undeveloped land north of I-494 and east of TH 149 is assumed to continue to develop as low-density residential and will be served by an extension of Mendota Heights Road, which will be provided by Mn/DOT. It is not known whether the city will ultimately connect up this extension with Delaware Avenue.

The completion of I-494 to South St. Paul and of I-35E to TH 110 is tentatively scheduled for 1985, and the section of I-35E from TH 110 to the capitol area is scheduled for completion by the fall of 1987. We think the city will want an updated traffic forecast for TH 149 when the full impact of these facilities is known. By that time the type, extent and intensity of the development south of I-494 in the vicinity of TH 149 will be less conjectural, and this too will provide an improved basis for forecasting traffic patterns on TH 149.

M-292

YEAR 2010 ASWDT AND
PEAK-HOUR TRAFFIC VOLUME FORECAST

FOR

TH 149 FROM TH 110 TO
MENDOTA HEIGHTS ROAD

OCTOBER 1982

